

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2004 State Transportation Improvement Program

Resolution No. G-04-07

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS, pursuant to Section 14529, the 2004 STIP is a five-year STIP, adding two new program years, 2007-08, and 2008-09, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2004 STIP fund estimate on December 11, 2003, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2004 STIP development process, on December 11, 2003, and
- 1.5 WHEREAS the 2004 STIP fund estimate provided no new STIP programming capacity, except \$407 million for Transportation Enhancement (TE) projects, and
- 1.6 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.7 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.8 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.9 WHEREAS the Commission has received and reviewed the 2004 RTIPs and the 2004 ITIP submitted on or about April 12, 2004, as well as various amendments and corrections submitted subsequently, and
- 1.10 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Sacramento on May 13, 2004, and the other in Los Angeles on June 17, 2004, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and

- 1.11 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.12 WHEREAS the Commission staff recommendations for the 2004 STIP were published and made available to Commissioners, the Department, regional transportation agencies, and county transportation commissions on July 15, 2004, and
- 1.13 WHEREAS those staff recommendations conform to the fund estimate and other requirements of statute for the STIP, and
- 1.14 WHEREAS the Commission expects most STIP projects to qualify for Federal funding and has stated its intent to approve the allocation of State only funding for new projects in accordance with criteria specified in the Commission's State-only funding policy, as amended on August 23, 2001 (Resolution G-01-26), subject to the availability of funds,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2004 State Transportation Improvement Program (STIP) to include the program described in the staff recommendations, including Attachments A and B to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2004 STIP includes all projects remaining from the 2002 STIP, as currently amended, for which funding has not yet been allocated, and including the project support costs associated with capital outlay costs programmed in the 1996 STIP, and
- 2.3 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2004 STIP subject to verification by the Department at the time of allocation the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as eligible for Transportation Enhancement (TE) funding is included in the 2004 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for TE funding, and
- 2.5 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects that are eligible or could be made eligible for Transportation Enhancement (TE) funds shall be funded from the state's Federal TE apportionment, whether or not they are identified in the staff recommendations as TE-eligible and whether or not they are designated for programming against the TE target, and
- 2.6 BE IT FURTHER RESOLVED that the Commission hereby gives its advance approval of State-only funding for each 2004 STIP project that was designated as State-only in the prior STIP or that is either (1) a project programmed for construction with a total STIP cost of \$750,000 or less and not eligible for TE funding, (2) for planning, programming, and monitoring activities, (3) for regional rideshare and traffic demand management activities, (4) or for match of local Federal funds, and

- 2.7 BE IT FURTHER RESOLVED that neither the Commission's advance approval nor the identification of any project for State-only funding in either the RTIP or in the staff recommendations is a guarantee or commitment that State-only funds will be available at the time a project is ready for allocation, and
- 2.8 BE IT FURTHER RESOLVED that the Commission intends to continue the policy for AB 3090 STIP amendments first adopted in April 2003 and further intends that any STIP amendment for an AB 3090 cash reimbursement be capacity neutral, applying the rule used for capacity targets for the 2004 STIP, and
- 2.9 BE IT FURTHER RESOLVED that the Commission intends to follow the schedule for the selection and designation of 2004 STIP projects for funding from the proceeds of Federal Grant Anticipation Revenue (GARVEE) bonds as outlined in the staff recommendation, leading to final Commission approval by January 2005, and
- 2.10 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2004 STIP, including adjustments to Department projects for cost escalation due to project rescheduling, consistent with the fund estimate, in order to reflect the most current information or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for notice at the October 27-28, 2004 meeting and formal approval at the December 8-9, 2004 meeting.

ATTACHMENT A
2004 STIP STAFF RECOMMENDATIONS
ERRATA

(All costs listed in \$1,000's)

Text:

- At the top of page 9, in the table of Capacity Available for 2004-05, the first number (for fund estimate capacity, 2004-05) should be \$152,920, not \$159,920. All other numbers in the table are correct.
- At the top of page 11, in the table of Potential GARVEE Bonding Candidates, the last project listed should be described as Ventura-118, not Ventura-101.

ITIP Summary:

- Butte. For Butte-149 (#16W), interregional share is \$57,554, not \$58,227. Regional share is \$7,100, not \$6,427.

RTIP Summaries:

- Los Angeles. For Route 101 Center St and light rail structure (#567P), delete \$1,357 under "Proposed Against Reprogramming Target." This is a duplication of an amount listed under "Prior Commitments." Change the Route 210 landscape mitigation (#2022Y) to an AB 3090 replacement project (with new #3555), remaining for \$1,500 in 2005-06. This change was made by STIP amendment 02S-131 in June 2004. For Route 5 soundwalls, Route 118 to Route 14 (#3236), construction is \$14,140, not \$16,140, and construction support is \$2,000, remaining in 2006-07. City of Los Angeles TE project for San Fernando Road Metrolink bike path (#3178) is \$918 in 2004-05 for PS&E, not for construction.
- Riverside. For the Route 10 Indian Av interchange (#7G) and Jefferson interchange (#53A), add \$150 PS&E in 2005-06 to each project.
- Sacramento. For the RT bus maintenance facility (#3L04), change PS&E from \$5,400 to zero, R/W from \$4,600 to \$2,000 and construction from zero to \$8,000; with both R/W and construction in 2008-09.
- San Bernardino. For the Route 138 widening (#239D), the added PS&E is \$490, not \$488. For the Route 15 truck climbing lane (#176A), the added environmental is \$850, not \$750.
- San Luis Obispo. For the County Tank Farm Rd project (#1131), construction is \$824, not \$795. The Paso Robles Route 46 East/Route 101 operational improvements (#1815) is \$130 environmental (not \$125), \$270 PS&E (not \$175), both in 2005-06.
- Santa Clara. The \$1,841 proposed for programming to SCVTA for the Route 152/156 interchange (#70) is for right-of-way, not construction.
- Sierra. Add 3 Transportation Enhancement (TE) projects for Sierra County: (1) Sierra Valley Visitor Centers, Sierraville and Calpine (#3117), \$20 environmental, \$5 PS&E, and \$40 R/W in 2004-05, and \$135 construction in 2005-06; (2) Downieville Mountain Bike and Hiker Trailhead (#3116), \$50 construction in 2005-06; (3) Loganville Scenic Byway Visitor Center (#3115), \$100 construction in 2005-06.

ATTACHMENT B
2004 STIP STAFF RECOMMENDATIONS
LATE CHANGES AND CLARIFICATIONS

(All costs listed in \$1,000's)

- Alameda. For the Union City Intermodal Station TE project (#2110), change the \$5,307 from PS&E to construction, remaining in 2005-06.
- Alameda. For the Emeryville parking garage (#2020), change \$2,110 RIP from 2007-08 to 2008-09, to match IIP.
- Butte. Change the distribution for PPM programming (#0L16) to \$63 in 2004-05, zero in 2005-06, \$64 in 2006-07, and zero in 2007-08; \$74 remains in 2008-09.
- Butte. For the Route 99 Durham-Pentz Road off-ramp (#2415), construction support remains programmed in the prior year and charged to regional share at \$180, though construction capital outlay is deleted.
- Butte. For the Route 99 interchange with Route 32/East 1st in Chico (#2410), change \$4,100 (\$3,500 construction, \$600 construction support) from 2007-08 to 2006-07.
- Humboldt. Change \$800 R/W for Old Arcata Rd/Myrtle Av (#2001R) from 2005-06 to 2004-05.
- Imperial. For Route 7 landscaping (#51Y), add \$285 RIP construction support in 2006-07. This amount was set aside when the parent project was voted in June 2003, but was inadvertently omitted from the record used to calculate 2004 STIP targets.
- Inyo. For the Laws Railway restoration TE project (#2518), change the \$8 right-of-way from 2004-05 to 2005-06.
- Kern. For Route 46, San Luis Obispo County Line to Keck's Corner (#3380A), change \$400 ITIP (\$150 R/W, \$250 R/W support) from 2008-09 to 2007-08, to match RTIP for the project. For Route 46, Keck's Corner to Route 5 (#3386), change \$5,400 RTIP (\$3,780 R/W, \$1,620, R/W support) from 2006-07 to 2007-08 and change \$12,645 ITIP from 2008-09 to 2007-08.
- Lassen. Change \$6,871 construction of Lassen County Skyline Road corridor improvements (#2121) from 2004-05 to 2005-06. This project had been reported as delivered and ready for allocation in May 2004. County now reports that project may not be ready for construction until 2005-06.
- Los Angeles. Add Route 138 widening, Avenue T to Route 18 (#3331) for \$540 in 2008-09. This project was deleted from the 2002 STIP by STIP amendment 02S-131 in June 2004, though it was included in the Los Angeles RTIP. Los Angeles MTA advises its intent that the project be reprogrammed. Change the \$3,300 construction for the Route 138 widening, 60th Street East to Avenue T-8 (#3325) and the \$4,635 construction for the Route 138 widening, 96th Street East to 106th Street East (#3327) from 2007-08 to 2006-07.
- Marin. Change \$7,473 for construction of the Route 101 HOV lane (#342L) from 2005-06 to 2006-07. This is the Puerto Suello element of the project, to be constructed under a separate contract.
- Mendocino. Designate 3 projects from the 2002 STIP as TE-eligible: Mendocino County Ukiah and Talmage Bikeways (#4100P), \$339; Willits railroad depot, east building rehab (#4081T), \$232; and Point Arena coastal access scenic bikeway (#4060), \$194. Also designate \$339 construction of Fort Bragg sidewalk installation (#4086P) as TE-eligible; the remaining \$310 is not TE-eligible. Advance the Ukiah and Talmage project (#4100P) by one year, \$44 PS&E from 2005-06 to 2004-05 and \$295 construction from 2006-07 to 2005-06.

- Merced. Delete the \$1,900 proposed in the RTIP and included in the July 15 staff recommendations for TE-eligible components of the Bradley overhead (#5645). The non-TE portion of this project is no longer part of the RTIP proposal.
- Merced. For the Route 99 Livingston freeway conversion (#546D), split landscaping from the parent project. The landscaping (#546Y) is \$760 (\$500 construction, \$160 construction support in 2008-09, \$100 PS&E in 2007-08). Construction for the parent project (IIP) is reduced from \$24,400 to \$23,640. For the Route 99 Mission Avenue freeway conversion (#528), split landscaping from the parent project. The landscaping (#528Y) is \$3,920 (\$3,400 construction, \$320 construction support in 2008-09, \$200 PS&E in 2007-08), all IIP. Construction for the parent project (IIP) is reduced from \$27,753 to \$23,833.
- Monterey. Change Route 68 Holman Hwy widening (#480) from \$600 environmental to \$600 PS&E, remaining in 2005-06. Delete \$155 recommended for Carmel San Carlos streetscape (TE project) and add the \$155 to the TAMC TE reserve for 2008-09. Change Hall Road rehab (#1153) by decreasing PS&E to zero and increasing construction from \$3,440 to \$3,640 in 2005-06. Change \$65 environmental for Davis Rd Salinas River bridge, HBRR match (#1152) from 2005-06 to 2004-05. Change \$304 construction for Moss Landing Coastal Trail TE project (#1815) from 2004-05 to 2005-06.
- Placer. For the Sacramento-Roseville track improvements (#9879), change \$3,000 RIP from 2007-08 to 2008-09, to match IIP.
- Placer. For the Lincoln Bypass (#145M), change preconstruction components in the prior year, with no net change: environmental (RIP), from \$750 to \$2,000; environmental (IIP), from \$750 to \$2,000; PS&E (RIP), from \$1,369 to \$5,000; PS&E (IIP), from \$3,250 to \$5,000; R/W (RIP), from \$8,788 to \$3,907; and R/W (IIP), from \$10,368 to \$7,368. For the Route 49 Dry Creek operational improvement (#4776), change amounts by component, with preconstruction as prior year and construction remaining in 2005-06: environmental, from \$300 to \$540; PS&E, from \$1,239 to \$2,380; R/W, from \$1,399 to zero; construction, from \$5,117 to \$4,915; construction support, from \$1,192 to \$1,240.
- Placer. Change \$313 programmed to Rocklin for PS&E and Caltrans oversight for the Sierra College Blvd interchange (#151D) from 2005-06 to 2004-05.
- Plumas. Add closeout costs for Route 89 Apple Orchard turnouts (#3049): an increase of \$42 for environmental and decrease of \$27 for PS&E, a net increase of \$15. Change \$25 environmental for the Chester 1st Ave bridge, HBRR match (#2345) from 2005-06 to 2004-05.
- Riverside. Change the Route 10 Ramon Rd interchange (#7D), \$18,538, from 2005-06 to 2006-07. Change the \$13,070 design for the RCTC Route 91 HOV lanes (#92A) from 2006-07 to 2005-06.
- Riverside. Change the Route 71 project (ITIP, #48B). This is the supplemental allocation being brought to the CTC in August 2004 and should be described as widen to 4-lane expressway. The component is construction, not environmental.
- San Diego. Delete \$2,700 in IIP intercity rail funding for Oceanside parking structure (#2029) that had been proposed for rescheduling to 2006-07. RIP funding was deleted in the RTIP and Caltrans reports that the project is already under construction with local funds.
- San Joaquin. Change \$3,834 for the Route 5 Mossdale widening (#7213) from 2006-07 to 2005-06. This includes \$3,184 construction + \$650 construction support. Change \$200 environmental for the Lathrop Rd grade separation (#3K41) from 2005-06 to 2004-05.
- San Luis Obispo. For the Route 166 operational improvements (#6600), increase R/W from \$37 to \$62 and R/W support from \$116 to \$119, remaining in 2005-06. The RTIP identified these increases as underfunded.

- Santa Barbara. Change the \$412 for the TE-eligible portion of the Carpenteria Coast Route Bike Path (#223E) from 2004-05 to 2005-06; to match programming for the non-TE-eligible portion of the project.
- Santa Barbara. Change component funding for Goleta Amtrak station TE project (ITIP) to \$30 environmental, \$60 PS&E, \$60 R/W, \$20 R/W support, \$390 construction, and \$60 construction support; environmental and PS&E in 2005-06, remainder in 2006-07.
- Santa Barbara. For Carrillo St TE project (#1193), program all construction in one fiscal year, \$531 in 2005-06.
- Santa Clara. For the Route 152/156 interchange project (#70), change the \$1,841 RIP programmed to SCVTA for R/W from 2008-09 to 2005-06, to match IIP funding in the same year. Change the \$7,850 programmed for Caltrans construction (\$3,551 IIP and \$4,299 RIP) from 2008-09 to 2005-06.
- Santa Cruz. Program \$10 million for the Santa Cruz Branch Line right-of-way acquisition (#932) in 2008-09, rather than program the AB 3090 cash reimbursement with the condition specified on page 13 of the Staff Recommendations. Santa Cruz will return with an AB 3090 request when ready.
- Shasta. Designate Shasta Lake Shasta Dam Blvd enhancements (#2391) as TE-eligible and change programming from 2005-06 to 2004-05. This is the same project as the ITIP TE-eligible project identified as Route 151 pedestrian facility enhancements (#3203).
- Solano. For the Route 80 landscaping project, reconstruct connectors to Route 680 (#8273B), change \$165 IIP PS&E from 2004-05 to 2006-07.
- Tehama. Change \$4 R/W for Tehama Ave bridge, HBRR match (#2142) from 2005-06 to 2004-05.
- Trinity. Change \$437 for PS&E of Hyampom Rd realignment (#2140) from 2005-06 to 2004-05. Change \$200 in added funding for the Weaverville west connector (#2139) from 2005-06 to 2004-05.
- Tulare. Change \$114 PS&E for Visalia Road improvements (#108) and \$50 environmental for Reservation Road (#8686) from 2005-06 to 2004-05.
- Ventura. Change \$1,800 for Metrolink infrastructure upgrading (#2921) from 2005-06 to 2004-05, as proposed in the RTIP.

Adjustment of TE reserves:

In order to adjust statewide TE programming to statewide TE targets, change the following amounts from the county TE reserve in 2006-07 to the TE reserve in 2007-08. These amounts are a proportion (20%) of the amount that otherwise would have been programmed to the reserve in 2006-07. Other counties had no TE reserve in 2006-07 and thus have no adjustment. The amounts listed below for 2006-07 and 2007-08 are the amounts (in thousands) after the adjustment.

County	Adjustment	2006-07	2007-08
Alameda	\$ 377	1,507	2,298
Alpine	41	163	95
Amador	94	375	219
Calaveras	109	436	254
Butte	72	288	440
Colusa	19	76	116
Contra Costa	227	908	1,472
El Dorado	46	185	281
Fresno	260	1,042	1,587
Humboldt	73	292	445
Inyo	40	160	515
Kern	341	1,363	2,078
Lake	12	48	297
Lassen	46	186	282
Marin	71	286	435
Mendocino	40	162	1,199
Napa	44	177	269
Nevada	147	590	344
Orange	696	2,785	4,248
Plumas	28	111	171
Riverside	1903	7,610	4,445
San Benito	24	97	147
San Bernardino	649	2,594	3,957
San Diego	759	3,037	4,631
San Francisco	193	770	1,174
San Joaquin	57	230	921
San Mateo	198	793	1,209
Santa Clara	441	1,764	2,691
Siskiyou	55	218	335
Solano	116	462	706
Sonoma	141	565	861
Stanislaus	131	525	799
Tahoe RPA	75	302	175
Trinity	108	434	253
Tulare	160	640	977
Tuolumne	64	255	229
Ventura	228	913	4,690
TOTAL	\$ 8,085	\$ 32,349	\$ 45,245